

**Report for:** Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

**Title:** Proposed parking, waiting and loading restrictions changes to Hampden Road, Wightman Road, Denmark Road

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking  
[simi.shah@haringey.gov.uk](mailto:simi.shah@haringey.gov.uk)

**Report Author/s:** Andrew Bourke, Team Manager Parking Schemes  
[andrew.bourke@haringey.gov.uk](mailto:andrew.bourke@haringey.gov.uk)

Jamie Bingham Technical Officer Parking Schemes  
[jamie.bingham@haringey.gov.uk](mailto:jamie.bingham@haringey.gov.uk)

**Ward(s) affected:** Harringay

**Report for Key/  
Non-Key Decision:** Non-Key decision

## 1 Describe the issue under consideration

To report on the feedback of statutory consultation carried out from 25 January to 15 February 2023 on the proposal to introduce waiting and loading restrictions and parking place changes at various locations across the borough, as detailed in Table 1 Section 6.

1.1 To request approval to proceed to implementation, having taken all objections into consideration.

## 2 Cabinet Member Introduction

2.1 N/A

## 3 Recommendations

3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services: -

Notes approval granted by Cabinet in March 2022 to the Parking Investment Plan which included;

- i) Agrees the Parking Investment Plan for 2022/23 financial year as set out in section 6 of the report, subject to the consultations not raising any significant or substantial issues: and
- ii) With regard to parking investment issues, gives delegated authority to the Head of Highways and Parking:
  - To make decisions relating to scheme design and implementation;
  - To carry out consultations in accordance with Appendix 2 attached to this report and report any significant or substantial objections or concerns raised to the Cabinet Member for Tackling Inequality and Resident Services; and

- To make traffic management orders, having had due regard to any prior consultation, to give effect to those schemes

3.2 Considers the objections raised during the statutory consultation on the proposals, as well as officer responses to each objection.

3.3 Approve proposals (a) through to (d) as detailed in Table 1 section 6.3 which includes the following:

3.4 Introducing parking place changes on the following roads: Denmark Road, Hampden Road

3.5 Introducing loading restrictions on Hampden Road, Wightman Road and approve changes to parking and waiting restrictions to enable the introduction of the above measures.

#### **4 Reasons for decisions**

4.1 To improve the visibility, sightlines and traffic flow for pedestrians, cyclists and other road users by ensuring changes to the parking restrictions in Haringey meet required TSR&GD 2016 regulations and to provide additional parking opportunities for residents, visitors and business owners where possible.

4.2 Two objections were received to the proposed changes to Hampden Road, Denmark Road & Wightman Road.

4.3 The objections received have not been upheld. A full response detailing reasons for progressing the introduction of the measures are provided in Table 2 section 6.

4.4 The proposals contained within Table 1 section 6.3 do not impact 2 or more wards, in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval is being sought through Delegated Authority in consultation with the Cabinet Member for Tackling Inequality and Resident Services to make the relevant traffic management orders and implement the recommendations set out in section 3.

4.5 Full text provided in the two objections received can be found in **Appendix 4**.

#### **5 Alternative options considered**

5.1 A “Do Nothing” approach was considered but not recommended due to the Councils obligations under the network management act to manage the safety and access across the network.

#### **6 Background Information**

6.1 The Council receives many requests to introduce new, or to amend existing parking restrictions to address concerns relating to parking pressures including inconsiderate and obstructive parking. These concerns may originate from a variety of sources such as residents, businesses, elected representatives, community groups and other public service providers, or the emergency services.

6.2 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion. This can impact on the movement of emergency services, public transport, waste collection and larger delivery vehicles.

## Proposals

- 6.3 Table 1 below lists proposals identified to resolve existing barriers to obstructive and unsafe parking; the table below outlines the proposals we are seeking to approve. Proposed designs changes are set out within **Appendix 1**.

**Table 1**

Ref	Location	Description	Operation hours	Reason for proposal
(a)	Denmark Road N8	Existing 5 No. Permit Holder Only Parking Bays . Convert To Permit And Pay To Park Visitor Bays	Mon – Sat 8am to 6.30pm	Safety And Accessibility
(b)	Wightman Road N8	Proposed New 'At Any Time' Loading Restriction	At All Times	Safety And Accessibility
(c)	Hampden Road N8	Proposed New 'At Any Time' Loading Restriction	At All Times	Safety And Accessibility
(d)	Hampden Road N8	Proposed 3 No. Pay To Park Visitor Bays Max Stay 3 Hours & With 1 Hour No Return	8am to 6.30pm	Safety And Accessibility

## Statutory Consultation

- 6.4 Statutory notification commenced on 25 January 2023 and lasted for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notice erected on site in the affected streets. The closing date for objections and representations being 15 February 2023.

\*See **Appendix 2** for copies of the statutory notice of proposals that were advertised.

- 6.5 As part of the statutory process, the views of the following statutory bodies were also sought:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC

- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

\*See **Appendix 3** for a copy of e-mail sent to the above statutory bodies.

## Responses to Consultation

- 6.6 The Legal requirement of statutory consultation was followed with the installation of street notices and newspaper adverts to notifying users of the proposed locations of the statutory consultation and how they could object should they wish to. Two objections were received in relation to the proposals listed in Table 1 under section 6.
- 6.7 After considering the statutory consultation results and noting that there were Two objections to the statutory consultations, it is recommended that no alterations are to be recommended to the proposals listed in Table 1 of section 6. Details of these objections and officer recommendation can be found in Table 2 below.
- 6.8 Table 2

Reference	Objection	Officer Response
Table 1, item (e)	<p>SAFTEY. ACCESS. PARKING.</p> <p>Proposed Changes to Parking Controls Hampden Road and Denmark Road N8 Wood Green.</p> <p>I object to your proposed TMO.</p> <p>1/ At present for safety and access reasons parking is prohibited opposite Seaton Place Hampden Road N80DR, Haringey Council have provided a map (attached) stating the extent of their ownership- liability as being 7mtrs up from the outer edge of Whitman Road kerb.</p> <p>2/ The proposed parking bays opposite Seaton Place restricts the road area available for a 5.2mtr vehicle manoeuvring in and out of Seaton Place off street parking place thus removing safe and easy access and is detrimental to the owner and residents.</p> <p>3/ At present there is no parking opposite Seaton Place, allowing for easy and safe access for both Network Rail low loader and residents of Seaton place parking.</p> <p>The proposal to provide parking bays directly after the road bridge opposite Seaton Place provides for an even longer narrowing of the road to the same width as the bridge itself, this is not providing easy or safe access for any vehicle but is removing safe and easy access.</p> <p>4/ Under the 1988 RTA and TFL &amp; Local Council Act 2003 the owner of a dropped kerb has the legal right to park across it without restriction. it is already an offence to block a drive with dropped kerb, with the five exceptions as listed in the acts including the owner of the dropped kerb, there is also no requirement for any signage which includes yellow lines across a dropped kerb. To put yellow lines across my dropped kerb is detrimental to the owner of the dropped kerb and to the residents of Seaton Place.</p>	<p>A full traffic movement and safety review has been undertaken for provision of parking. As part of this process using design software that mimics vehicle movements movement to and from Seaton Place has been modelled. This shows there is adequate space for a vehicle longer than five meters can easily access the existing off street parking.</p> <p>The introduction the proposed new loading restrictions and enforcement of existing waiting restrictions will maintain a carriageway width of over 5.5m which will maintain full accessibility for all vehicles class accessing Hampden Road</p>

Reference	Objection	Officer Response
	<p>5/ The basis of this proposal is to <b>(quote): provide additional permitted parking bays to avoid any detriment to those visiting the mosque or to the running of the mosque where car use is essential:</b></p> <p>We see no reason why running or visiting a mosque <b>using cars</b> is essential and should not in law take precedence over the existing rights of the residents actually living in Seaton Place of whom car/van use is essential.</p> <p>This proposal is to the detriment of the owner of Seaton Place including the soil to the centre of the road, (Title number MX155881) S McCracken</p>	
Table 1, item (e)	<p>I am a resident at Station Mansions and also the president of the residents committee for all 16 flats in our block. Number 357 to 385 Wightman road.</p> <p>Our Building is on the corner of Wightman road and the Westerly section of Hampton road. The south West of the cross road.</p> <p>The comments from the residents and leaseholders are as follows -</p> <p>We agree with the scheme in principal – but suggest that the bays should be open to residents as well as Pay bays. And can you block off the ability to park on the pavement in front of our block by installing a bollard. (see photos of parked cars in front of the shop)</p> <p>There is insufficient residents’ bays for our area. Therefore, these bays should for residents as well as pay bays.</p> <p>There is a lot of anti-social behaviour in this area from the cars that park here. Including -</p> <ul style="list-style-type: none"> <li>- Multiple cars park on the pavement.</li> <li>- Multiple cars block the parking to Seaton place.</li> <li>- Cars left running and polluting the area.</li> <li>- Lorries are blocked and they beep the horn for 30 mins until a car is moved.</li> <li>- People park here sit on our wall and throw rubbish into our garden.</li> <li>- People park here late at night and go into the mosque and then stand and talk for hours late at night in this area.</li> <li>- People park here and dump rubbish on our block of flats.</li> <li>- People park here and spray graffiti on the shop roller shutters.</li> <li>- People park here and throw rubbish on the road and pavement.</li> <li>- People park here and urinate and defecate in the area.</li> <li>- Recently various car have been broken into in this area.</li> <li>- Drug dealing has been noted in this area.</li> </ul> <p>I have attached various photos. I have more if you need.</p>	<p>A full traffic movement and safety review has been undertaken for provision of parking. As part of this process using design software that mimics vehicle movements movement to and from Seaton Place has been modelled. This shows there is adequate space for a vehicle longer than five meters can easily access the existing off street parking.</p> <p>The introduction the proposed new loading restrictions and enforcement of existing waiting restrictions will maintain a carriageway width of over 5.5m which will maintain full accessibility for all vehicles class accessing Hampden Road.</p> <p>The current 3 parking bays will be introduced as pay to park initially. This will be monitored. If not utilised in this capacity their designation can be considered to help serve access to parking for other users in the area.</p> <p>The information on antisocial behaviour will be passed to our enforcement team to investigate further and propose interventions to address issues raised.</p>

Reference	Objection	Officer Response
	<p>Why are the current yellow lines not enforced currently? I look forward to your reponse</p>	

## 7 Contribution to strategic outcomes

- 7.1 The introduction and management of parking places along with waiting and loading restrictions aligns with the council's current [Borough Plan](#), [Transport Strategy](#) section 3.2 and [CPZ policy](#). These proposed changes will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the council's [Climate Change Action Plan](#).
- 7.2 The changes proposed in Table 1 section 6, also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:
- An improved air quality and a reduction in carbon emissions from transport and
  - A well-maintained road network that is less congested and safer
- 7.3 Delivery of the proposed changes in section 6, Table 1 will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users and to provide additional parking opportunities for residents, visitors, shoppers and business owners where possible.
- 7.4 This will also allow the Council to manage valuable kerbside space and reduce the amount of commuter and 'short trip' car journeys more effectively. This will help enable the Council to prioritise kerb space more easily for electric vehicle, charging points and cycle hangar storage, as well as to reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

## 8 Comments of the Chief Financial Officer

- 8.1 This report seeks Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services approval for the implementation of waiting and loading restrictions and parking place changes.
- 8.2 The full cost of this scheme is estimated to be £7,232.56 including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.
- 8.4 A breakdown of individual material and labour costs for each location can be seen in Table 3 below.

**Table 3**

Reference	Estimated Cost (any road markings or posts)	Estimated Total Cost (any road markings or posts)	Projected Completion
Table 1 - Item (a)	£232.56	Total cost for implementation of batch (including 10% contingency) = £780.27	All items to be completed by May 2023

## 9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement changes to parking restrictions and parking places, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the scope of section 6 of the RTRA.
- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- the desirability of securing and maintaining reasonable access to premises.
  - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - the national air quality strategy.
  - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - any other matters appearing to the Council to be relevant.
- 9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this report. Public and

Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## **10 Equalities Comments**

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

10.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's residents, visitors, shoppers and businesses.

## **11 Use of Appendices**

Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.

Appendix 2 - Statutory Consultation Notice of Proposal, advertising the proposals stated in table 1 section 3.

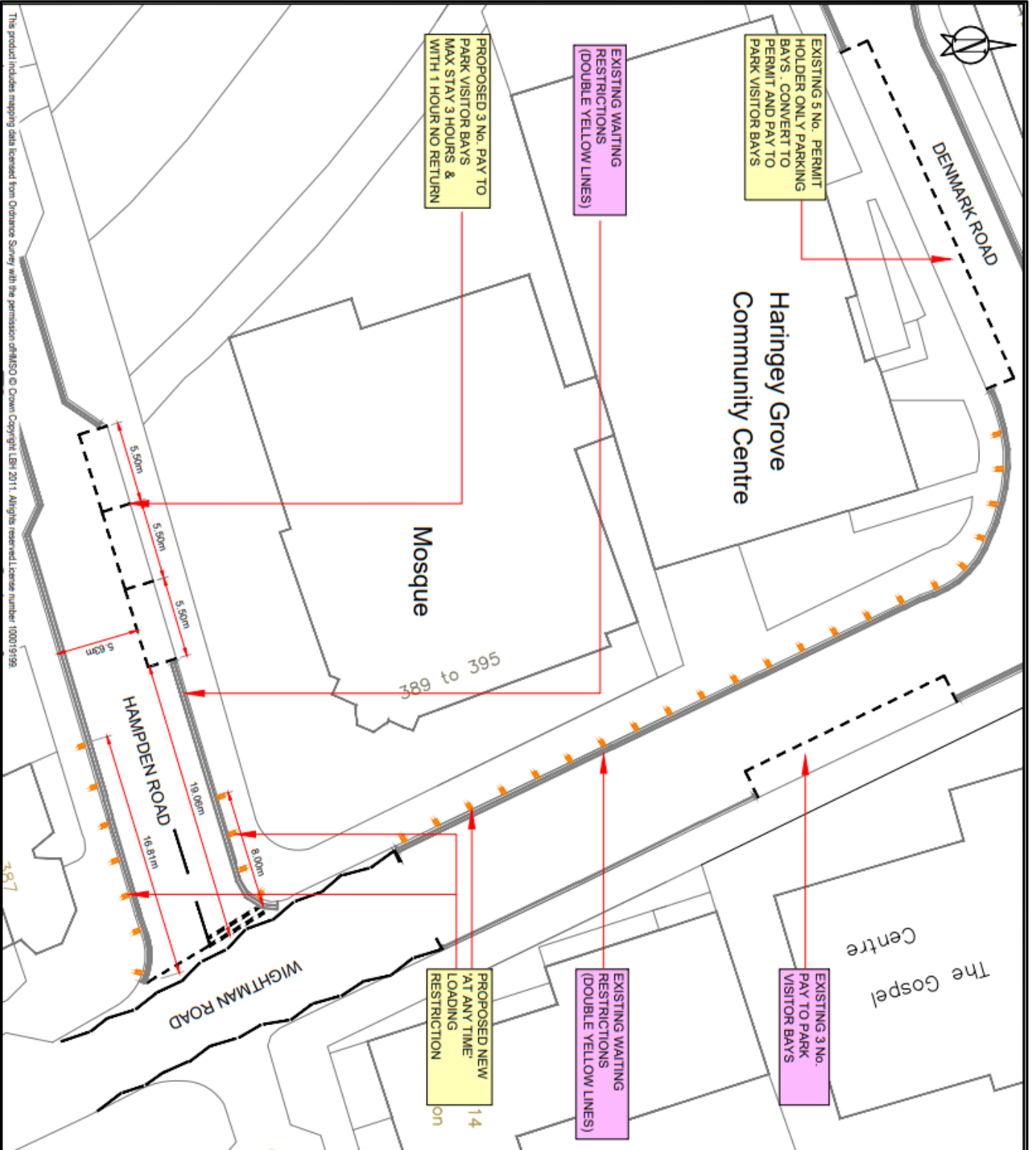
Appendix 3 – Statutory Consultation notification email sent to statutory bodies stated in section 4.

Appendix 4 – Statutory Full objections/comments received to the statutory consultation with officer comments.

Appendix 5 – Modelled vehicle tracking movement



# APPENDIX 1



<p>LOCATION PLAN</p>	
<p>SITE LOCATION HAMPDEN ROAD</p>	
<p>WORKS TWO DRAWING</p>	
<p>NOTES NOTES</p>	
<p>SCALE 1:250</p>	
<p>DRAWN DB</p>	<p>CHECK AB</p>
<p>DATE DRAWN 07/02/2022</p>	
<p>DRAWING NO. MW_HAMPDEN_01</p>	

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## APPENDIX 2

### Operations

Ann Cunningham: Head of Service for Highways and Parking



25 January 2023

### Statutory Consultation

#### Proposed Changes to Parking Controls 'Hampden Road and Denmark Road - N8, Wood Green'

Dear Resident or Business,

The Council needs to better regulate arrangements on Hampden Road to improve access and overall safety at the location. The road is subject to parking pressures, and this has resulted in incidences where access for larger vehicles has been hindered. We are now proposing permanent changes which are necessary to allow the Council to discharge its network management duty, and general duty of care as the Highway Authority.

Proposals will ensure that access is maintained at all times for larger vehicles and emergency services such as fire, police and ambulance. This is now more important than ever, due to the new multi storied residential development and network rail access requirements. Proposals also include additional permitted parking bays to avoid any detriment to those visiting the Mosque or to the running of the Mosque where car use is essential.

The proposed measures will see the introduction of:

- 3 new pay-to-park bays on Hampden Road for use of any visitor to the area
- 5 new pay- to-park bays on Denmark Road for use of any visitor to the area
- 'No loading' parking restrictions (double yellow kerb blips), to supplement existing 'No Waiting At Any Time' (Double Yellow Lines)

If approved, enforcement of all measures including existing double yellow lines will commence on implementation of these measures. The proposed changes above are set out in the plan accompanying this letter.

#### Next Steps

The statutory consultation on these changes will begin on Wednesday 25 January 2023 and provides a 21-day period for anyone wishing to object or provide a submission to the proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that 'Hampden Road' is included within the subject title of your email or letter.

The closing date for objections and submissions to be received by the Council via email or post is Wednesday 15 February 2023.

If you have any questions regarding the scheme, please contact us:

[frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

#### What Happens Next

Your feedback will help inform the decision making for the proposed changes, and any objections or comments will be considered by the Head of Service before a decision is made. If there are no valid objections to the proposals and a decision is made to proceed with the changes, we will then send you a further notice informing you when works will commence.

Yours Sincerely,

Ann Cunningham  
Head of service  
Highways and Parking

Highways and Parking  
Alexandra House  
Level 4 /10 Station Road  
Wood Green,  
London - N22 7TR  
020 8489 1000  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

# APPENDIX 3

Fi: 20/01/2023 08:58

**GH** Gemma Hills

**2023-T02 - Hampden Road Permanent**

To:  Adam C;  Ambulance2;  Arma;  Arma2;  Arma3;  Fire Service;  Fireph;  London Travel Watch;  Luke.Heming@met.police.uk;  One Search Direct;  One Search Direct2 (highways@onesearchdirect.co.uk);  Ordnance Survey (intelligence@os.uk);  Road Haulage (readoffice@rha.uk.net);  TfL Traffic Operations

Cc:  TMO

2023-T02 - Hampden Road Permanent-Consultation.zip  
zip File

Dear Sir/Madam

I attach for your information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Enfield & Haringey Independent on 25th January 2023 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996.

I also attach copies of the draft Order, Statement of Reasons and map(s) illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.apprway.com/haringey> during the 21 day statutory consultation period.

I should be grateful if you could please forward any comments you may wish to make on these proposals by 15<sup>th</sup> February 2023.

Thank you in anticipation of your assistance in this matter.

Yours Faithfully

**Gemma Hills**  
**Senior Traffic Order Maker**  
Alexandra House 4<sup>th</sup> Floor, 225 High Road N22 8HQ  
E: [Gemma.Hills@haringey.gov.uk](mailto:Gemma.Hills@haringey.gov.uk)

[www.haringey.gov.uk](http://www.haringey.gov.uk)  
[twitter@haringeycouncil](mailto:twitter@haringeycouncil)  
[facebook.com/haringeycouncil](https://facebook.com/haringeycouncil)

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## APPENDIX 4

### **Objection 1:**

SAFETY. ACCESS. PARKING.

Proposed Changes to Parking Controls Hampden Road and Denmark Road N8 Wood Green.

I object to your proposed TMO.

1/ At present for safety and access reasons parking is prohibited opposite Seaton Place Hampden Road N80DR, Haringey Council have provided a map (attached) stating the extent of their ownership- liability as being 7mtrs up from the outer edge of Whitman Road kerb.

2/ The proposed parking bays opposite Seaton Place restricts the road area available for a 5.2mtr vehicle manoeuvring in and out of Seaton Place off street parking place thus removing safe and easy access and is detrimental to the owner and residents.

3/ At present there is no parking opposite Seaton Place, allowing for easy and safe access for both Network Rail low loader and residents of Seaton place parking.

The proposal to provide parking bays directly after the road bridge opposite Seaton Place provides for an even longer narrowing of the road to the same width as the bridge itself, this is not providing easy or safe access for any vehicle but is removing safe and easy access.

4/ Under the 1988 RTA and TFL & Local Council Act 2003 the owner of a dropped kerb has the legal right to park across it without restriction. it is already an offence to block a drive with dropped kerb, with the five exceptions as listed in the acts including the owner of the dropped kerb, there is also no requirement for any signage which includes yellow lines across a dropped kerb. To put yellow lines across my dropped kerb is detrimental to the owner of the dropped kerb and to the residents of Seaton Place.

### **Objection 2:**

I am a resident at Station Mansions and also the president of the residents committee for all 16 flats in our block. Number 357 to 385 Wightman road.

Our Building is on the corner of Wightman road and the Westerly section of Hampton road. The south West of the cross road.

The comments from the residents and leaseholders are as follows -

We agree with the scheme in principal – but suggest that the bays should be open to residents as well as Pay bays. And can you block off the ability to park on the pavement in front of our block by installing a bollard. (see photos of parked cars in front of the shop)

There is insufficient residents' bays for our area. Therefore, these bays should for residents as well as pay bays.

There is a lot of anti-social behaviour in this area from the cars that park here. Including - Multiple cars park on the pavement.

Multiple cars block the parking to Seaton place.

Cars left running and polluting the area.

Lorries are blocked and they beep the horn for 30 mins until a car is moved.

People park here sit on our wall and throw rubbish into our garden.

People park here late at night and go into the mosque and then stand and talk for hours late at night in this area.

People park here and dump rubbish on our block of flats.

People park here and spray graffiti on the shop roller shutters.

People park here and throw rubbish on the road and pavement.

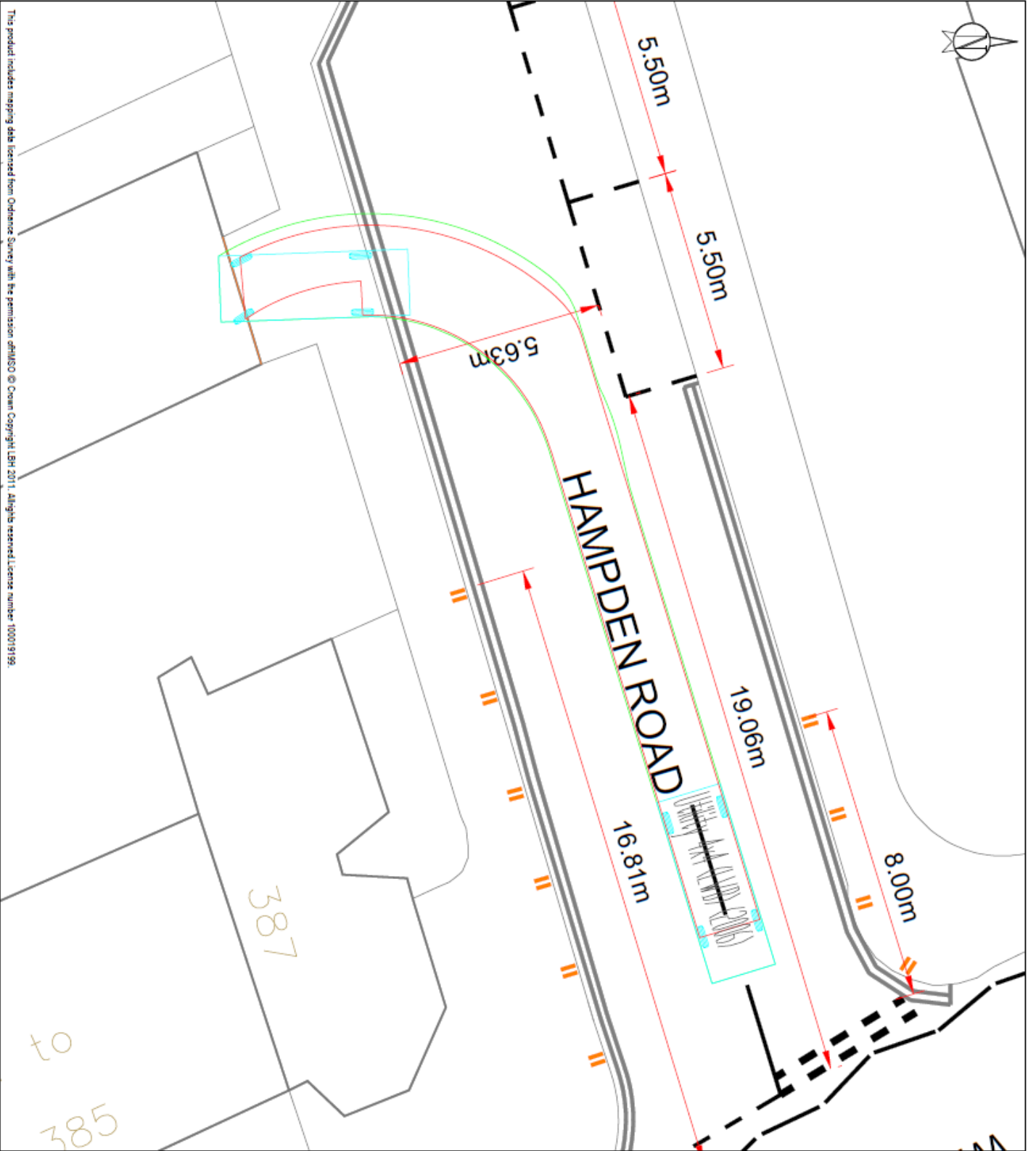
People park here and urinate and defecate in the area.

Recently various car have been broken into in this area.

Drug dealing has been noted in this area.

I have attached various photos. I have more if you need.

# APPENDIX 5



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DRAWING NO. MW_HAMPDEN_01		DATE DRAWN 07/02/2022	
DRAWN DB		CHECK AB	
SCALE 1:250			
NOTES NOTES			
WORKS VEHICLE TRACKING 5.2M			
SITE LOCATION HAMPDEN ROAD			
LOCATION PLAN			

